

BookletChart™



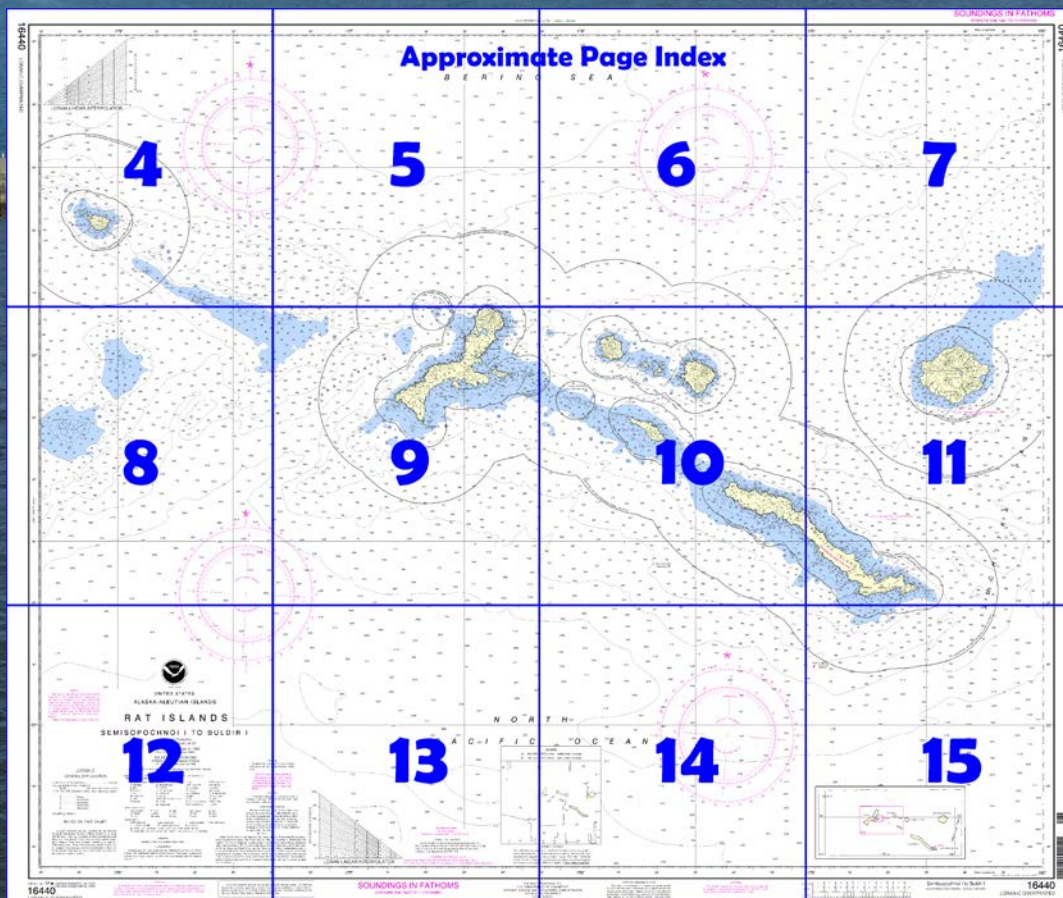
Rat Islands – Semisopochnoi Island to Buldir Island **NOAA Chart 16440**

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=16440>.



(Selected Excerpts from Coast Pilot)

The **Rat Islands**, between Amchitka Pass and **Buldir Island**, are a group of six large islands and several smaller ones covering an area of 60 miles N-S and almost 150 miles E-W. Strong williwaws frequently occur on the leeward sides of the N islands during periods of light to moderate breezes on the windward sides. Areas of clear weather are often found on the leeward sides during periods of heavy fog.

Amchitka Island, 27 miles SW of

Semisopchnoi Island, has a NW-SE length of 34 miles and a greatest width of 4.5 miles. The SE part is very low, the highest point being 351 feet. The NW section is hilly and much higher, with peaks rising to 1,200

feet. The high land levels out toward the middle of the island to a low, rolling tundra and flat tableland. Most of the coast is fringed with reefs and extensive kelp beds. The shores are generally steep with many off-lying covered rocks, especially on the N shore and the E part of the S shore. Vessels should stay outside the 50-fathom curve, up to 4 miles off the N shore and 7 miles off the S shore, unless proceeding to anchorage. Weak tidal currents have been observed along the S side of the island. In 1986, Amchitka Island and the nearby surrounding waters were closed to the public. The island is a military reservation. (See **50 CFR 36.39**; not carried in this Coast Pilot.)

Differences of as much as 5° from the normal variation have been observed on Amchitka Island.

South Bight, 3 miles W of **East Cape**, is an excellent emergency anchorage on the S coast of Amchitka Island, offering shelter during N weather.

East Cape and **Column Rocks** are Steller sea lion rookery sites. There is a 3-mile vessel exclusionary zone around these rookeries which encompass the entire cape including South Bight and surround column Rocks. (See **50 CFR 223.202**, chapter 2, for limits and regulations.)

Kirilof Bay, on the N side of Amchitka Island 8.5 miles W of East Cape, is suitable only for small boats. Breakers have been reported to run across the entire entrance to the bay.

Chitka Cove, 24 miles NW of East Cape, affords good protection from S and W weather. The approach is clear except for a 3-fathom shoal 0.7 mile NW of **Chitka Point**. Anchor 0.7 mile offshore in 18 to 20 fathoms with good holding ground in sand bottom.

Good protection from S winds can be had 0.7 mile offshore 1.5 miles E of **Bird Cape**, the NW end of the island. The anchorage is midway between a kelp patch off the E side of the cape and a rock awash off the first small point to the E of the cape in 20 to 23 fathoms. Enter on course **170°**, heading for a prominent 50-foot-high pinnacle rock. Protection from N and NE winds can be had about 1 mile offshore 12 miles along the S coast of Amchitka Island from **Aleut Point**, the W end of the island. The anchorage is midway between two prominent rocks in 17 to 20 fathoms, sand bottom. Enter on a N course.

Oglala Pass, between Amchitka Island and Rat Island, is almost 10 miles wide; depths of 21 to over 30 fathoms can be carried through the middle of the pass. The current is somewhat rotary, turning clockwise. A 4-knot current has been measured in the middle of the pass; greater velocities may be experienced. Currents exceeding 7 knots have been encountered 1.5 miles NW of Amchitka Island. (See the Tidal Current Tables for predictions for Oglala Pass.) During moderately heavy S weather, heavy tide rips extend across the pass at maximum ebb and attain heights of 30 to 40 feet under storm conditions. The pass should not be attempted by small vessels during S weather when the current is ebbing strongly.

Little Sitkin Island, 32.5 miles W of Semisopchnoi Island, has a N-S length of 5.5 miles and an E-W width of the same distance. The interior is extremely rugged and mountainous; only the lower slopes are grass covered. There are two prominent peaks, one 3,897 feet high in the NE part, and the other 1,960 feet high in the S part. Numerous streams are on the island but no lakes or ponds. The coast is generally bold, rocky, and precipitous, with a fringe of kelp 200 to 400 yards wide. A bank with a least depth of 10 fathoms extends about 1 mile off the N shore. No dangers are more than 600 yards from the beach.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Juneau

Commander

17th CG District

Juneau, Alaska

(907) 463-2000

Table of Selected Chart Notes

Corrected through NM Jul. 31/04
Corrected through LNM Jul. 13/04

HEIGHTS

Heights in feet above Mean High Water

LOCAL MAGNETIC DISTURBANCE

Differences of as much as 5° from the normal variation have been observed on Amchitka Island and as much as 7° on Semisopochnoi Island near Sugarloaf Head.

PROHIBITED AREA

Amchitka Island

Regulations area published in 50 CFR 36.39

Mercator Projection

Scale 1:300,000 at Lat 52°

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO ELEVEN FATHOMS)

AT MEAN LOWER LOW WATER

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

NOTE B

Sunken ship is loaded with explosives. Vessels are warned to stay well clear of the area.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 5.636° southward and 10.093° westward to agree with this chart.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz

PULSE REPETITION INTERVAL

9990.....99,900 Microseconds

STATION TYPE DESIGNATORS: (Not individual station

M..... Master

W..... Secondary

X..... Secondary

Y..... Secondary

Z..... Secondary

EXAMPLE: 9990-X

RATES ON THIS CHART

9990-X 9990-Y 9990-Z

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on theoretically determined overland signal propagation delays. They have not been verified by comparison with survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and the National Geospatial-Intelligence Agency.

COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.

The entire area of this chart falls seaward of the COLREGS Demarcation Line.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	N nun	R TR radio tower
Al alternating	IQ interrupted quick	OBSC obscured	Rot rotating
B black	ISO isophase	OC occulting	s seconds
Bn beacon	LT HO lighthouse	Or orange	SEC sector
C can	M nautical mile	Osc oscillating	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
	Mo morse code	R Bn radiobeacon	Y yellow

Bottom characteristics:

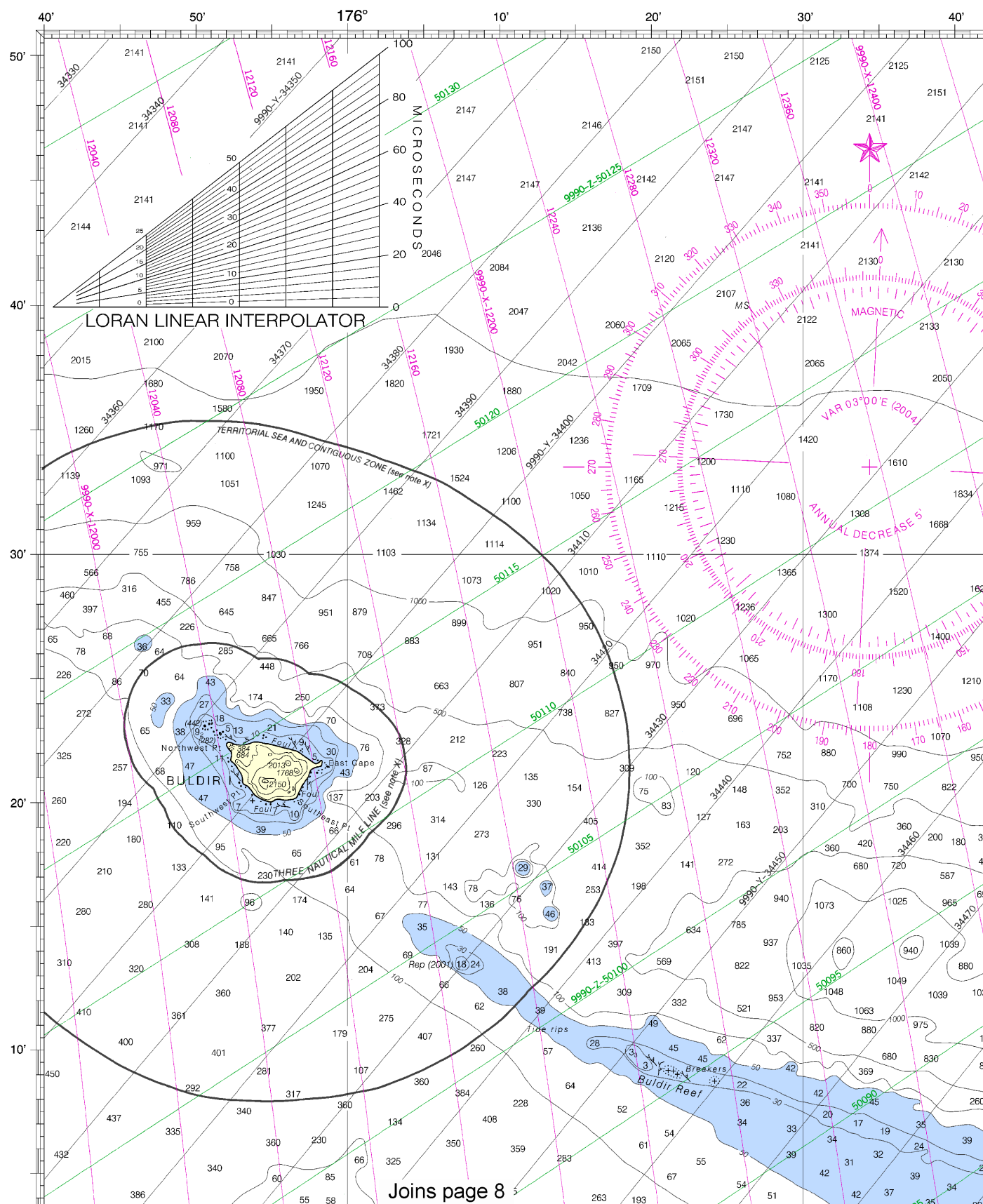
Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

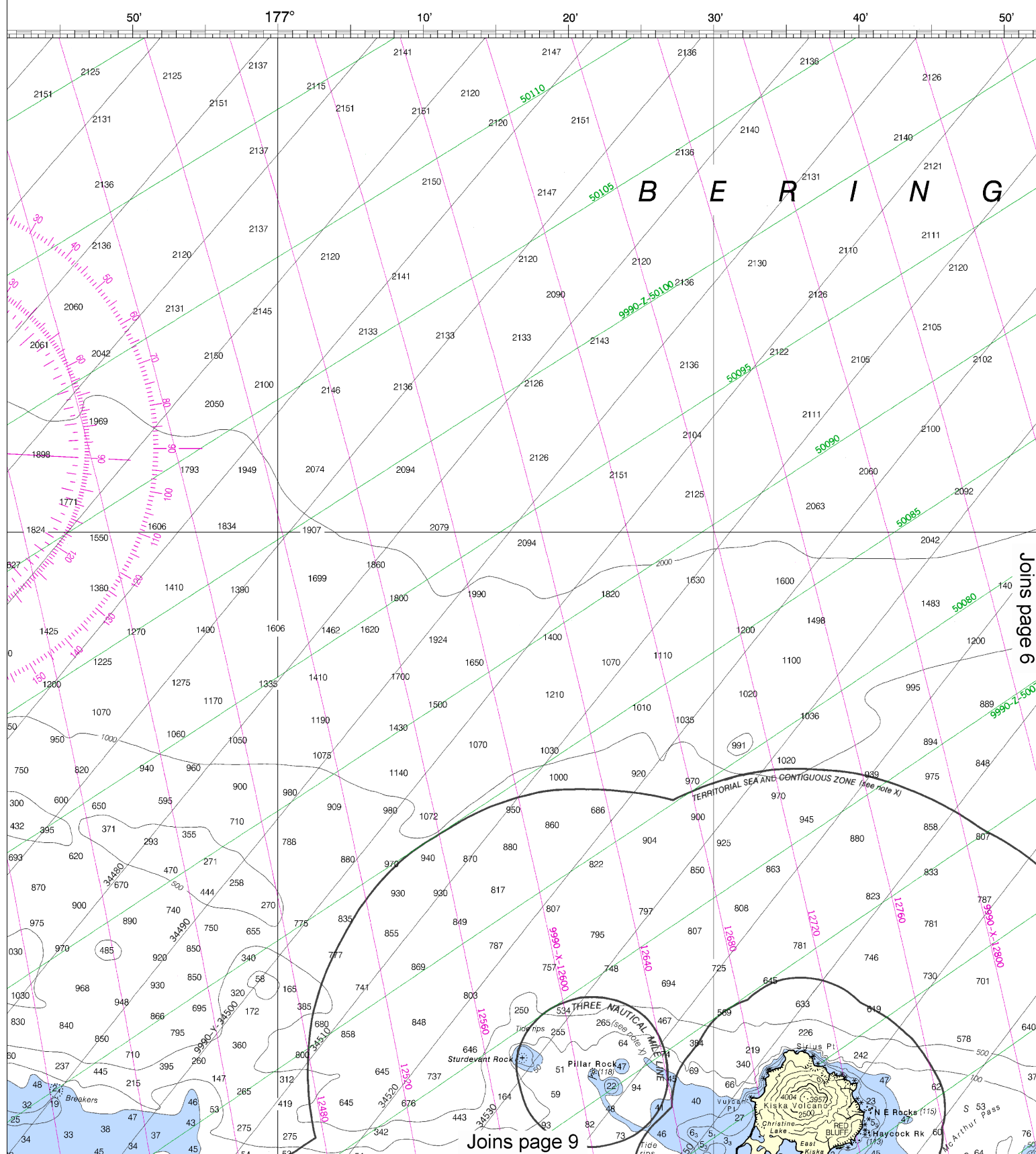
AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
(2L) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or 3735 to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).



Note: Chart grid lines are aligned with true north.

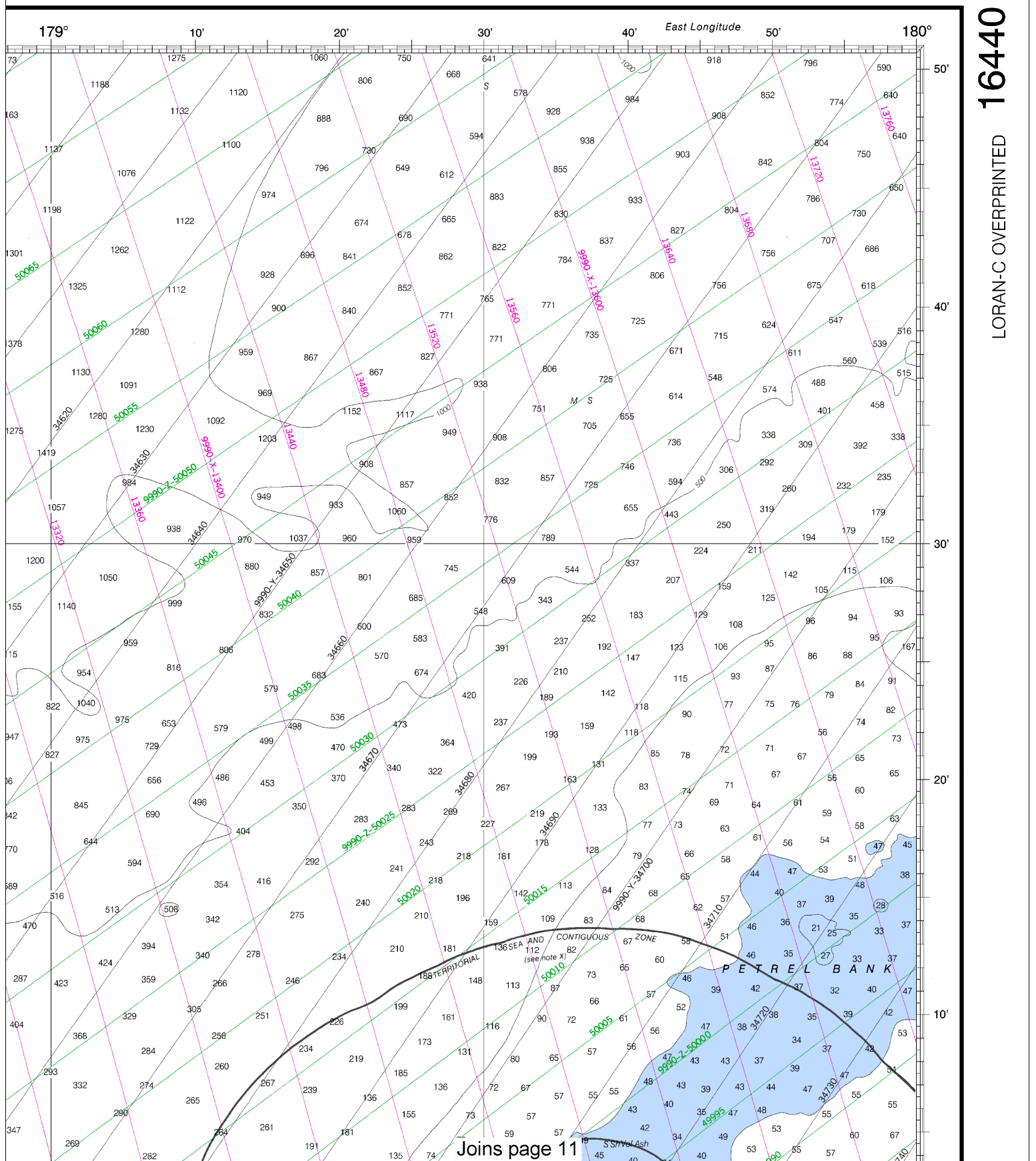


This BookletChart was reduced to 75% of the original chart scale.
 The new scale is 1:400000. Barscales have also been reduced and
 are accurate when used to measure distances in this BookletChart.

Note: Chart grid lines are aligned with true north.

SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)



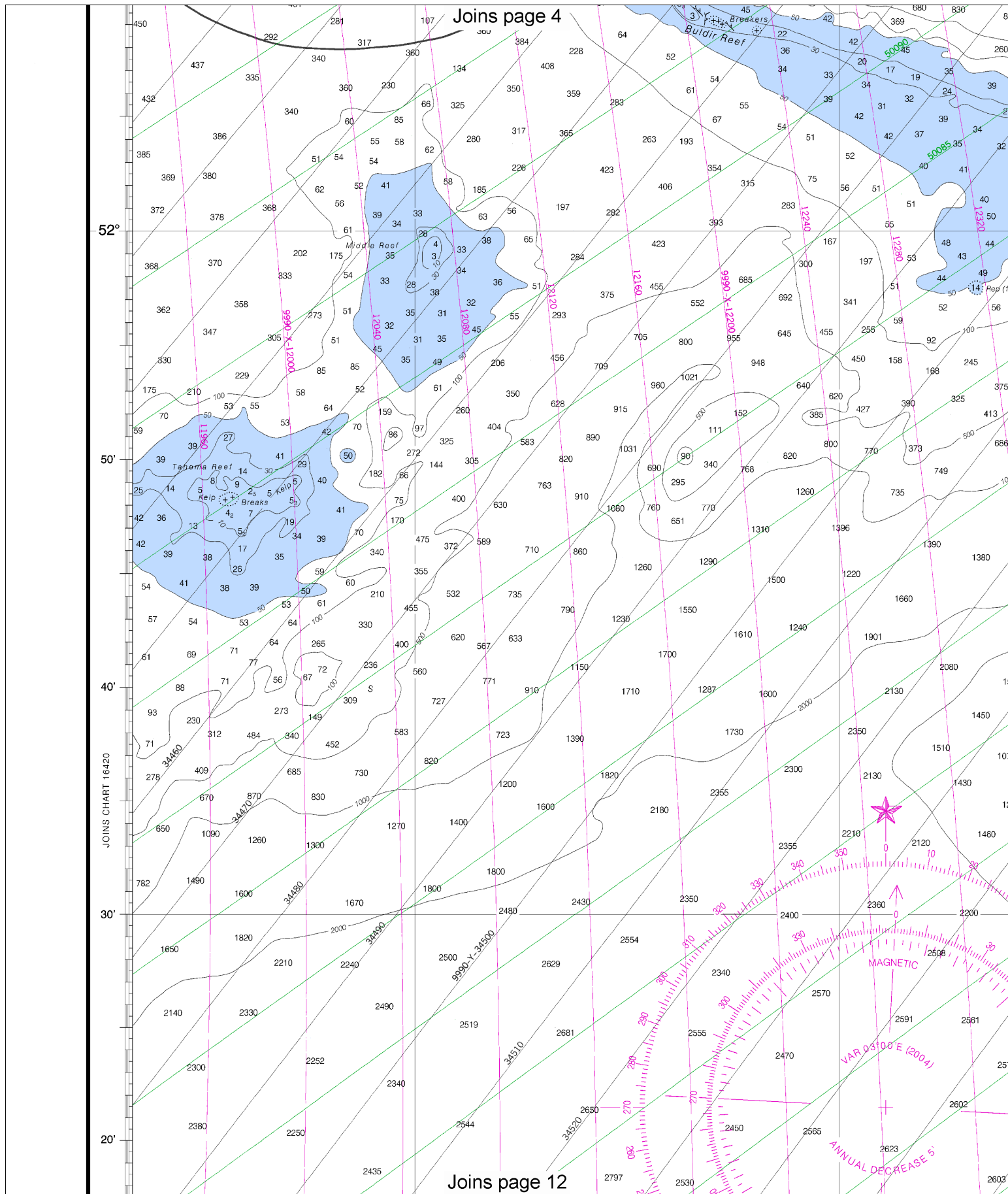
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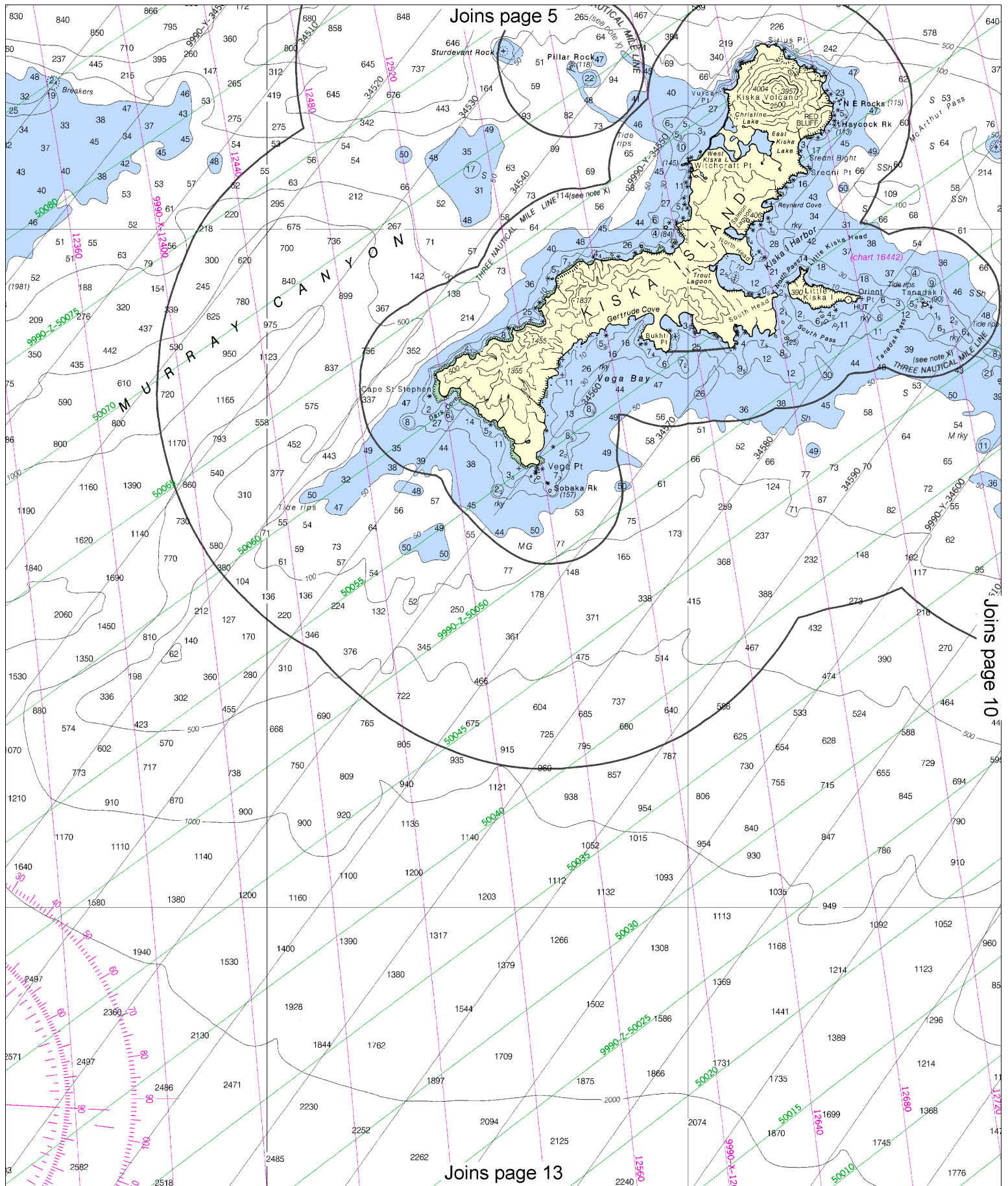
This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4812 11/27/2012,
 NGA Weekly Notice to Mariners: 4812 12/1/2012,
 Canadian Coast Guard Notice to Mariners: 0912 9/28/2012.

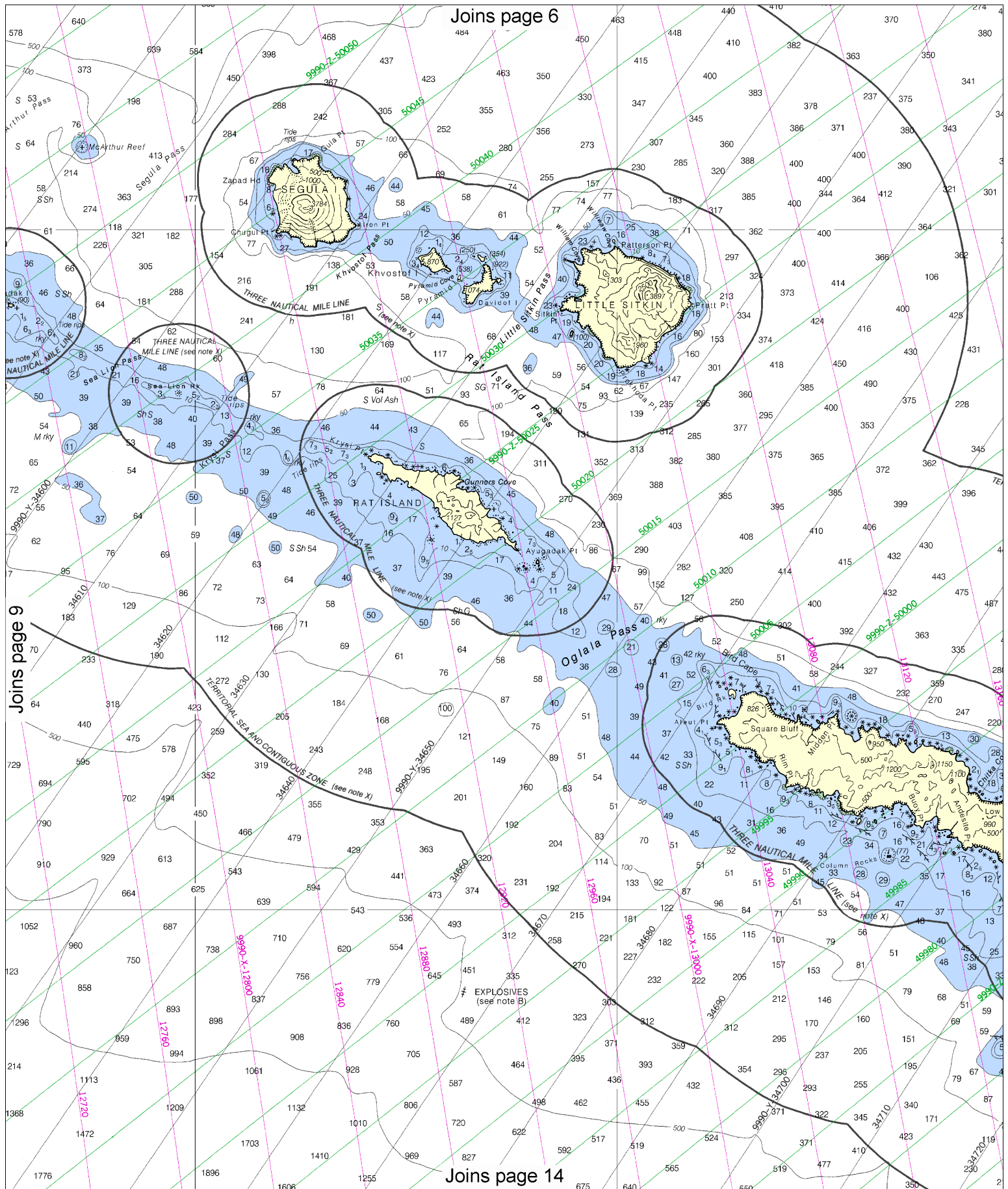
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LORAN-C OVERPRINTED

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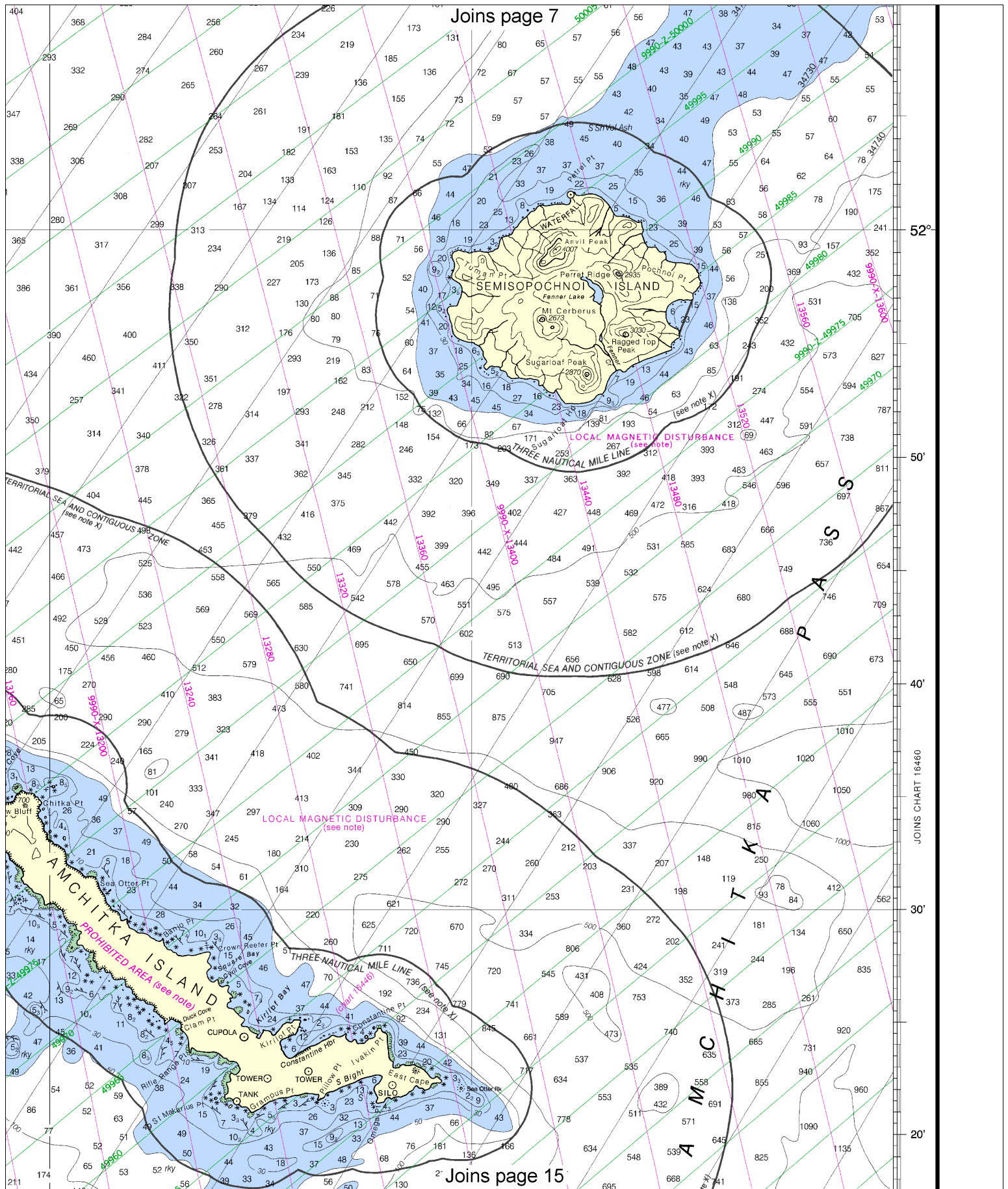


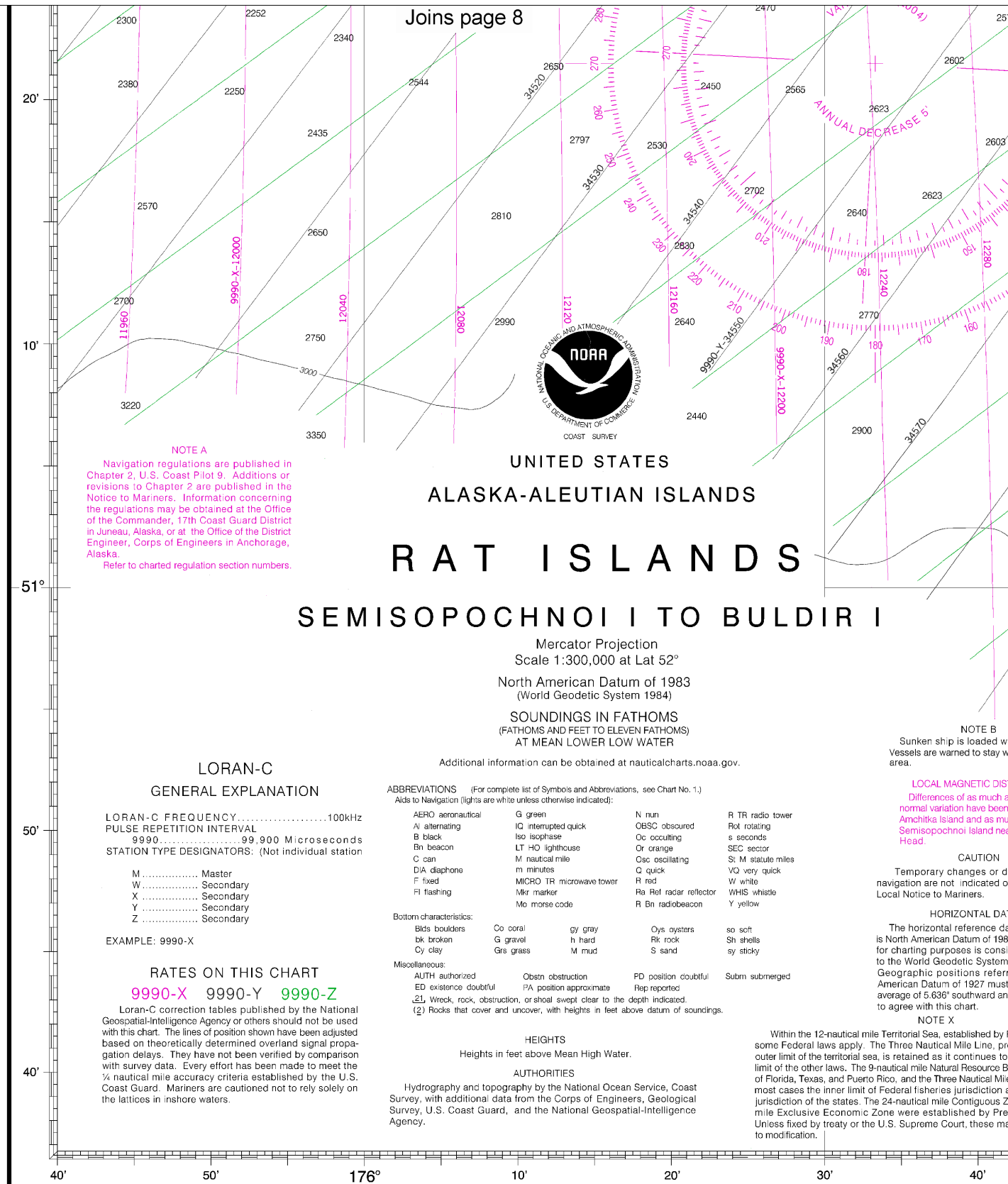




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Note: Chart grid lines are aligned with true north.





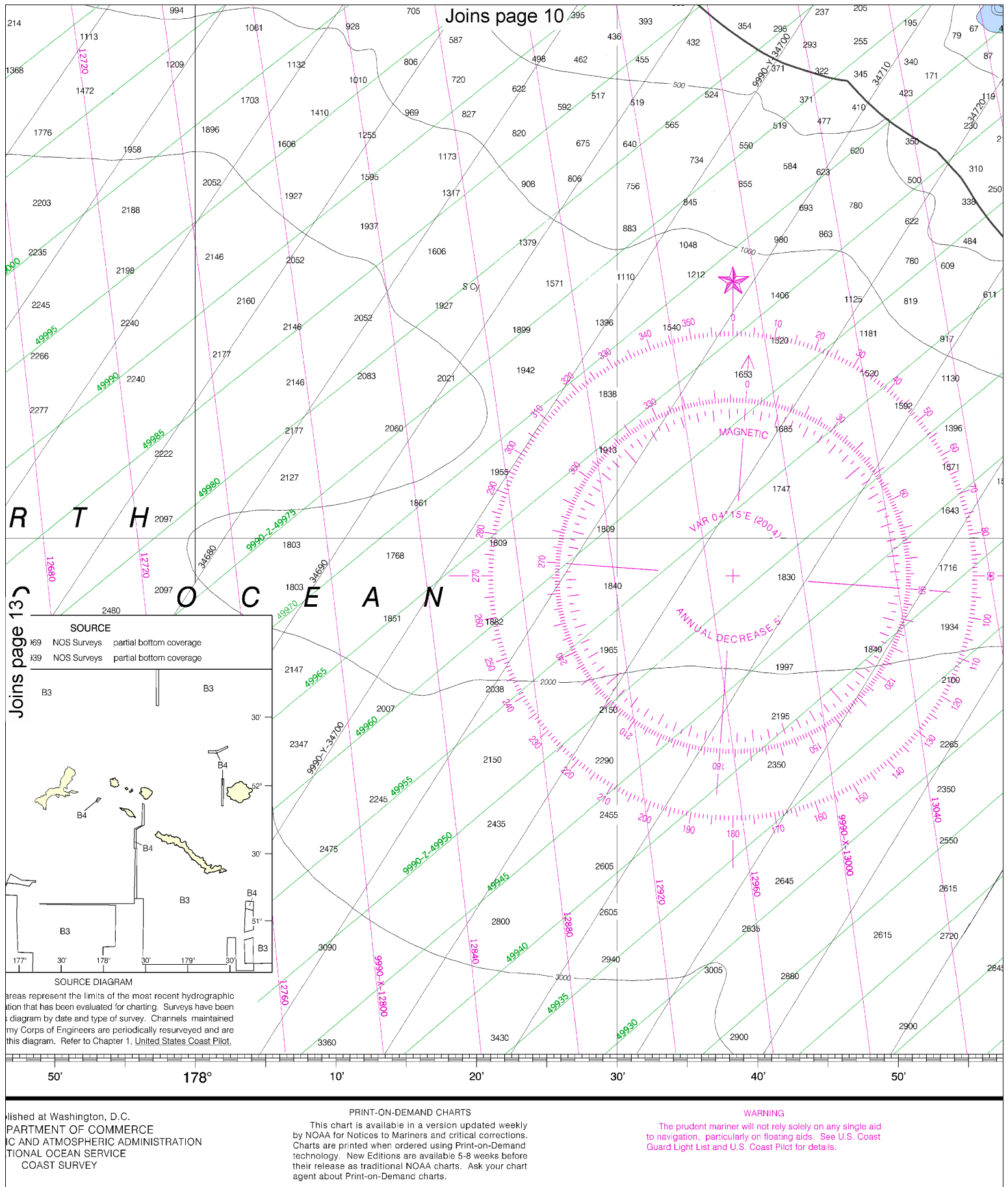
14th Ed., Jul. / 04 ■ Corrected through NM Jul. 31/04
Corrected through LNM Jul. 13/04

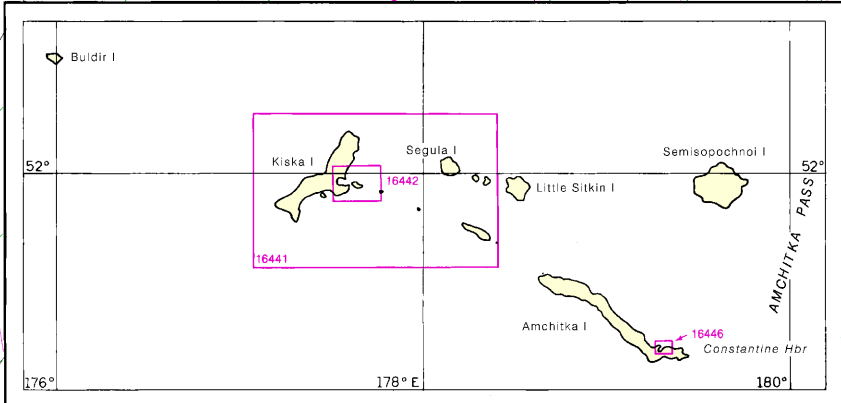
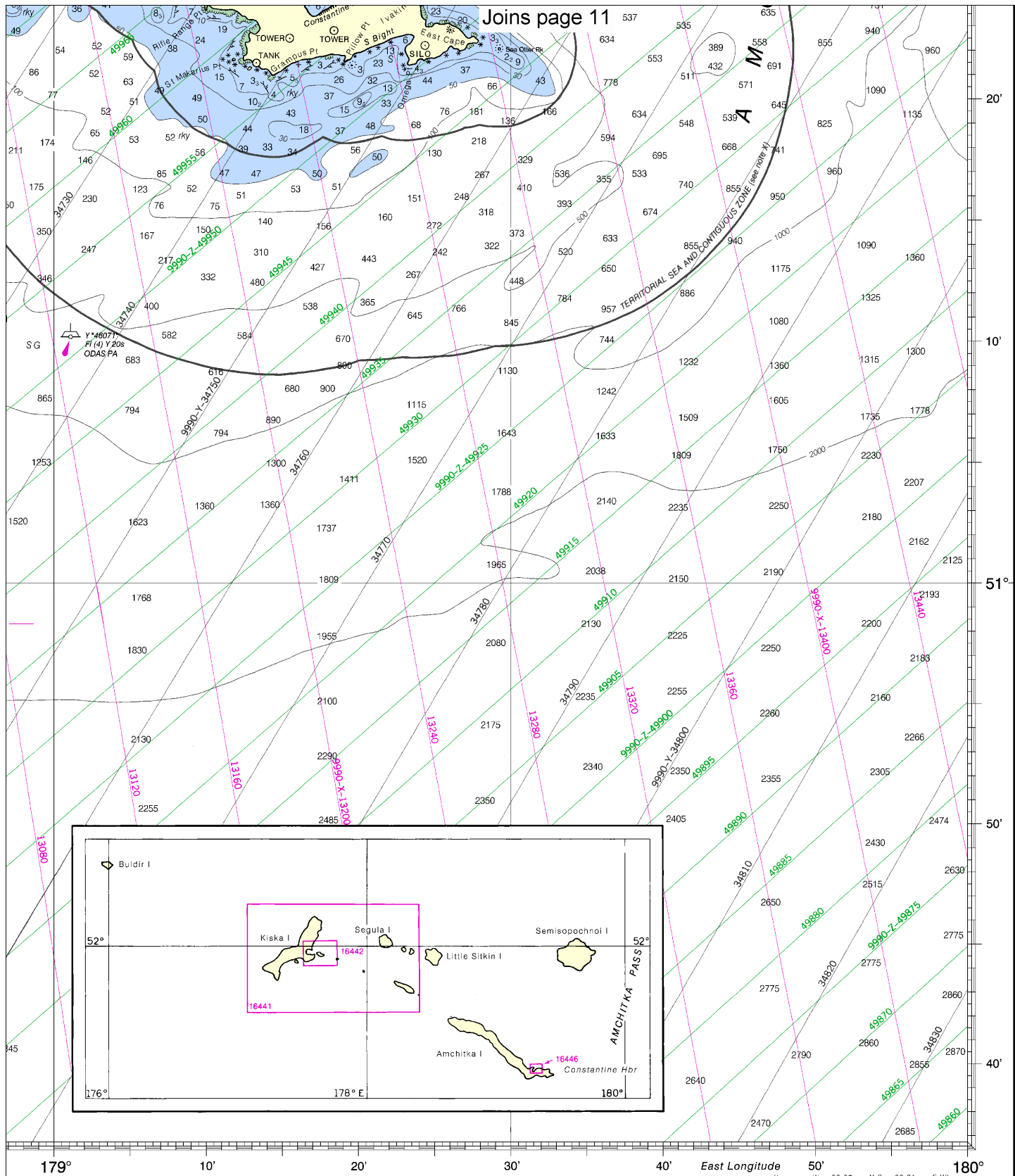
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CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

This nautical chart has been designed to promote Ocean Service encourages users to submit corrections improving this chart to the Chief, Marine Chart Division, NOAA, Silver Spring, Maryland 20910-3282







FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Semisopochnoi I to Buldir I
SOUNDINGS IN FATHOMS - SCALE 1:300,000

16440
LORAN-C OVERPRINTED



ED NO. 14

NSN 7642014011241
NGA REFERENCE NO. 16AC016440



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

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Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey



The Nation's Chartmaker